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# THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VIII. NO. 47. CLEVELAND, O., NOVEMBER 25, 1886. $2.00 PER ANNUM SINGLE COPIES 5 CENTS


## AROUND THE LAKES.

CLEVELAND.

Mr. Mitchell, of the firm of Mitchell & Boutell, of Bay City, is in Cleveland this week.

The only occupant of the Cleveland drydock this week was the barge Old Concord, which had her bottom recalked and some other necessary repairs.

The schooner Erastus Corning, Captain Parker, arrived Tuesday, and is looking well. As soon as her cargo is out, she will go into winter quarters at this port.

Captain E. Sloan, who has been visiting his family in this city for a few weeks, has returned to West Bay City to take his old position at Frank Wheeler's shipyard.

During the recent gale the main peak haliards of the schooner Columbian, Captain C. Graves, were iced up to 29 inches around with but a three-inch rope to start on. The captain has put his schooner into winter quarters.

Captain T. Tostensen, of schooner H. C. Richards, is still in port, as he has had some delay in getting his cargo of coal, for Milwaukee. He will probably reach Port Huron and lay up there if the weather does not come up more stormy.

Robert McNiff, manager of the range lights on St. Clair Flats, is in the city. Owners and masters acknowledge the efficiency of the lights, and we do not think he will have much trouble in making collections for their maintenance.

Captain A. R. Manning Friday received a telegram saying that the schooner Nellie Redington was in three fathoms of water at Two Rivers, leaking slightly, but that the wind was off shore, and the sea running down. The crew were safe and no further damage was expected.

The schooner Zach Chandler, which left port Monday night for Detroit, has a very peculiar crew, there being four captains before the mast, all old whales, Captain R. E. Burns in command. It is hard to tell at this time who will be master when the Chandler arrives back.

Record was made at the custom house on Saturday of the sale of one-eighth of the steamer Business for $7,000, one sixteenth of the schooner Kate Winslow for $1,000, one-sixteenth of the schooner John O'Neill for $1,000, one-fourth of the schooner Queen City for $6,000, all from George W. Wright to Maria Wright.

Captain C. E. Benham, who is superintending the wrecking of the Robert and David Wallace, telegraphs to Fred Palmer that the steamer is in bad shape, but the schooner does not seem to be damaged much. Work has been delayed, but they expect to get the schooner into port in a short time. Fifty men are at work on the steamer and forty on the schooner.

The steamer Rube Richards, Captain Christenson, Engineer F. Williams, on her last trip down, dropped off her consort, the May Richards, at this port, discharged her cargo at Ashtabula and left there Sunday afternoon at 3:30 for Buffalo, took on a cargo of coal and arrived in Cleveland Tuesday evening at 10 o'clock. This was speedy business, but she had to wait for her consort at this port.

The generosity (?) of the master mariner was shown last week by a touching incident. A little girl, destitute, asked assistance of a number of captains assembled at Mullen's coal office. Captain Allen responded and took up a collection from Captain M. Stalker, the captain of the Paige, Captain T. Honors, Captain Wysoon, Captain Carter, of the schooner Selkirk, and captain of the Susan Peck. Quite a handsome purse was raised.

John Miller, better known as "Pig Iron Miller," a famous marine diver and lifesaver, died Monday. Miller has saved in this harbor at least twenty persons from drowning. The board of trade gave him a gold medal a few years ago. Miller was formerly from Oswego, N. Y. He was addicted to drink, and his latter years have been spent in mysery. He has lived on charity for the past few years. But for all his faults he was a hero.

The iron tug Record, named for this paper, has been sold by Messrs. Coffinberry and Wallace to Captain B. B. Inman, of Duluth, for $15,000. She is to be delivered to Captain Inman at Port Huron as soon as she can get around and will go into the Inman Tug Line at Duluth. The Record is without doubt one of the finest and strongest tugs on the lakes, and under the command of Captain W. W. Bates has made an excellent record.

One of the victims of the schooner Lucerne has been identified as Robert Jeffrey, of this city, by his brother-in-law, E. A. Ford, of Pittsburgh, Pa. The identification was easily made, not only by his features but by marks on both arms, one representing a ballet dancer, and the other a shepherdess with a crook. also by an old scar on his knee. His father, Robert Jeffrey, lives in Cleveland and is an old lake captain, and well known. The body has been embalmed, and Mr. Ford started for Cleveland with it.

The Cleveland Shipbuilding Company, for which charter was secured not long since, is pushing in the direction of a complete organization. A meeting of stockholders was held on Monday afternoon in the office of Hale & Boynton, at which the following named gentlemen were elected directors: William Chisholm, J. H. Wade, Jr., Robert R. Rhodes, J. C. Gilchrist, Robert Wallace, and H. D. Coffinberry, all of this city, and Valentine Fries, of Milan. A meeting of directors will be held within a few days, at which officers will be elected.

MILWAUKEE.

A heavy southwesterly gale, accompanied by rain, has been raging all the morning. A large number of vessels have put into the harbor since daylight. The schooner Belle Walbridge, laden with lumber, went ashore at Sheboygan Monday morning. Her crew escaped on the government pier. The Walbridge is owned in Chicago by C. M. Charnley, and was bound from Sturgeon Bay to Chicago with lumber. She is a total loss.

The steambarge Carter arrived off this port at noon, having in tow the steambarge Colin Campbell, which had become disabled in her machinery. The Carter came inside, and a tug went outside and towed the Campbell in. The disabled barge rolled out her mainmast while wallowing about in the bay.

The schooner Chris Grover, of this port, was driven ashore at Good Harbor, Mich., in the gale, and lies broadside on the beach full of water. A relief party went from here Monday. She is valued at $3,500 and owned by Captain Oelrich and John Saveland.

DETROIT.

The steamer Flora left Monday night for Mackinac, and it is thought that the steamer Atlantic will be able to make one more round trip.

It now looks as if the steamer Rudolph sunk in Lake St. Clair, is to be left to her fate. Her owner delayed so long about looking up someone to take the job that all the wrecking people have larger jobs on hand and will not take hold of her.

J. P. Donaldson & Company, store vessel outfits free of charge. This may be of interest to some vessel captains.

PORT HURON.

The parents of Mary Klontz, the cook supposed to be lost on the Marinette, have some doubts of it being her. They say the name and description of her and the child are correct, but the child is here in Port Huron. Mary was cooking on the tug Kate Williams when last heard of, about four weeks ago. The only way they can account for the statement of sailor Annis as to her being lost is that she might have been calling for her little one during the storm and that Annis in the excitement thought the child was on board.

CHICAGO.

*Special to the Marine Record.*

The propeller India, of the Anchor Line, and Nyack, of the Union Line, arrived at this port last Thursday, with merchandise from Buffalo. They have been running to Lake Superior and have not put in an appearance at this port before for several years.

The schooner Pensaukee, Captain H. R. Moore, arrived Sunday with 1,000 tons of coal from Buffalo. She was stripped on her arrival in port ready to go into winter quarters as soon as unloaded.

The old tug Martin Green has had her machinery taken out and was at the Chicago Drydock Company's derrick, on Tuesday, having her wheel taken off, her hull will go to the bone yard and her machinery will be placed on board a new tug now being built by John Martel, at Saugatuck, for Bodenschatz & Earnshaw, of this city.

The canal boat J. Bouchard, light, in tow of the tug Brothers, going up the river Tuesday morning, collided with a flat scow just above Harrison street bridge, and knocked a large hole in her bow on the starboard side. she was taken at once to one of the Chicago Company's Drydock, but sank before the dock was pumped out.

Captain Wm. F. Mitchell, who was lost last week when the barge Marinette went ashore near Frankfort, was a well known and much respected resident of this city. He was 47 years of age, and leaves a wife to regret his sad loss. He was in command of the steamship Oswegatchie, during several months this season, and sailed the schooner City of Sheboygan, which he was part owner of, last season.

The propeller Roanoke, Captain Martin, arrived here Sunday with cement from Alabaster, her first appearance here this season. She encountered last week's fearful gale coming up Lake Michigan, and bucked against it for nearly 30 hours, when, as her fuel was running short, she ran into Muskegon and waited for better weather. She will go to Milwaukee, and run between there and Grand Haven during the winter.

At the Chicago Drydock Company's, the propeller H. E. Packer was in dock for calking, the tug Alert to have her rudder fixed, the schooner Sylvester Neelon for a piece of new keel one of O. B. Green's flat scows for calking, the tug Mike Shields to have her rudder and sternbearings fixed.

The steambarge Hattie B. Perene, Captain John C. Perene, arrived here Tuesday morning, with lumber from Thompson, Mich., where she was lying during last week's heavy gale.

Rose Laffrey, aged 28 years, and Minnie, her daughter, aged 13, who were drowned last week, on the barge Marinette, were the wife and daughter of Nicholas Laffrey, formerly of Marine City, and late of Muskegon. He was, before she was laid up at this port last week, mate on the schooner Harriett Ross, and previous to that second mate on the steambarge Oswegatchie, with Captain Wm. F. Mitchell.

The scow Helen, Captain Van Thadden, of this port, was lost off Muskegon in last week's fearful gale. The captain's wife, who always sailed with him, and the crew, were all lost. The captain's body has been washed ashore.

An important admiralty decision has been rendered by Judge Blodgett in the United States district court in the case of the schooner Live Oak. That vessel was recently sold by the marshal, and many claims were filed against the proceeds, including two mortgages. Judge Blodgett ignored all precedents, by directing that tow bills should be paid out of the proceeds before either mortgages or supplies.

The propeller New York arrived from Buffalo Monday. Captain Phelps says he encountered the storm on Lake Huron and for the first time in experience as a steamboat master turned back. He remained at Sand Beach until the gale abated and had a fine run up. An unknown fore and aft schooner was discerned lying broadside on the south of Beaver Island Saturday noon. She was lying alength of the Island, and appeared to be abandoned. Captain Phelps could not get close enough to make out her name, but with aid of a glass could see she had black topsides, and lead color bottom, and carried a square sail yard; her canvas appeared to be gone. He thinks she was light, and that her crew had gone ashore. The description of the vessel tallies with the schooner Milwaukee Belle, which left Chicago one week ago for Alpena. Nothing has been heard from that vessel since her departure, while the schooner Mary D. Ayer, which left about the same time; reached Alpena.

The steambarge Hattie B. Perene, which was supposed to be the unknown steamer that lies sunk south of Frankfort, arrived here. The Maud Preston of St. Joseph is now named as the sunken steamer. We do not believe there is any wreck there.

The schooner William Jones, of this port, owned by Captain David Dall, went ashore off Big Point Sauble in last week's heavy gale. She was light and was going to Grand Haven, to lay up. Captain David Dall was on board, and considerable anxiety was felt for his safety, but luckily no lives were lost. WILLIAMS.

LUDINGTON.

*Special to the Marine Record.*

The F. & P. M. No. 2 left Milwaukee ten o'clock a. m. Passed through considerable lumber on the way over, at 5:30 p. m., on the 19th, spoke the schooner A. W. Lucky, of Manistee. The captain requested a tug to be sent to his assistance from Ludington, part of his sails and centerboard gone and part of deck load washed away, she evidently had a rough experience in the past gale.

The schooner Laura Miller, in trying to make this harbor missed the piers and went on the beach high and dry. The crew walked ashore. No other disasters have occurred in this vicinity. The C. Michaelson arrived in good shape. D.

KELLEYS ISLAND.

C. W. Elphicki was in Kelleys Island this week in the interest of the British American Insurance Company, which held policies on part of the cargo of the burned steamer Northerner. The steamer was entirely destroyed from her keelson up. Ten tons of general merchandise and 3,000 barrels of lime were a total loss. The balance of the cargo, consisting of 357 tons of railroad iron and 150 tons of bar iron, is somewhat damaged, but the salvage will be large. Arrangements have been made to recover the iron during the winter. The actual loss on the steamer and cargo is placed at $72,000.

ST. CATHARINES.

This city is considerably agitated over a "Sunday work meeting" held recently, at which it was decided to petition the government against opening the Welland canal on Sunday. Summonses were issued for the arrest of twenty lock tenders employed on the canal for working and passing vessels through Sunday.

ALGONAC.

The lumber-laden barges Dan Rodgers and E. Cohen in tow of the steambarge Maine ran on the head of Hersen's Island Saturday. They are out about a foot, but are resting easy and can be released without difficulty.

SANDUSKY.

John Helget, a sailor on the steamer Ferris, fell overboard from that boat off Catawba Island and was drowned. Deceased was twenty-two years of age and single.

GREEN BAY.

The propeller Nashua, light from Milwaukee to load wheat here, ran ashore at Grass Island cut just before dark and hoisted a signal of distress. The tug Wisconsin went to her rescue, and expects to get her off without difficulty.

## NOVEMBER LAKE DISASTERS.

The number of shipping disasters which accompanied the great storm that has disappeared in fury with the last days of November is something extraordinary. Preceding the sudden uprising of the elemental war, the weather had been so genial, considering the season of the year, that many vessels were tempted out upon the lakes to make their final trip before tying up. But, as the French say, nothing but the impossible takes place. On Wednesday and Thursday a seventy-mile-an-hour hurricane drove before it a storm of snow and hail. At least forty vessels were fatally caught in the stormy tumult; how many more a few more days will show. The result, however, has been that many lives have been lost and a vast quantity of valuable maritime property destroyed, so that the November storms of 1886 will be long remembered by residents on the great North-west chain of lakes. The gale that did the greatest damage was a nor'-easter, which started out on Tuesday with a blinding snow storm and played fantastic havoc as it was deflected by promontories and curves of land, and then proceeded on its way down the Lakes, driving all before it, even to destruction. There is scarcely a port of any importance on the northwestern portion of the lake system which has not a tale of maritime destruction to record. Off the shores of the state of Michigan the disasters have been not only the saddest but the most numerous. Along the Canadian shores there have been several casualties, and it is expected that more will be discovered when fuller information is available. The ports on Erie suffered less than those on the other lakes, but a number of Cleveland vessels were among the victims of the storm.

A dispatch from Marquette, 18th inst., says: The worst northeaster ever remembered on the lake started at a very early hour Wednesday morning, and blew with increasing force until 7 p. m. when it began to abate somewhat. The breakwater is almost ruined. At 4 p. m. in a blinding snow storm the schooner Florida came in close reefed by sound of fog whistle. She brought up too low down and let go both anchors in the breakers two hundred yards from shore. Her flag of distress was sighted by the Iron Chief and a tug went to her rescue. She could not do anything for the schooner and the Captain John Frink, of the tug Gillette determined to save the crew. After a terrible struggle he got his tug's stern to the vessel's quarter, and the Florida's crew, watching the chance, jumped for their lives. Andrew Peterson, of [illegible] the mate, was in a crippled condition, from having broken a rib during the storm. Captain Goodell, of the Florida, refused to leave his ship until his crippled mate was safe, but the mate would not jump, and while he was trying to crawl down the Florida's side, a heavy sea sent the tug against the schooner, crushing Peterson's legs to a jelly. He died at 6:30, leaving a wife in Cleveland. The Florida broke her cables, and is a total loss. She had on board 600 tons of coal for D. M. & M. Vessel insured for $6,000 in the hull pool; freight uninsured.

Shortly before noon on the 18th the schooner T. P. Sheldon went ashore ten miles north of Oscoda. Her crew was rescued with great difficulty by the tug George Hand. Crosthwaite, of East Saginaw, built her in 1861. She was strengthened and refastened in 1874-5, and received large repairs in 1880 and 1885, rating A2. The hull of the Sheldon is insured in the pool for $16,000 and her freight list for $1,300.

A dispatch from Kewaunee says: The barges Lillie May and Bissell rode out the night. The bodies of Captain Alexander Gorham, Michael Pontac, William Albert, seamen, and Maggie Clark cook, all of the barge Emerald, were recovered; also, the bodies of Jerry Jureaux and Arthur Preveaux, of the crew of the Dickinson. Only one body remains to be found, that of Louis Pontac, seaman from the Emerald. Captain Gorham's body has been sent for by his friends. The five seamen lost were all of Pittsfield, Wis. The cook, Maggie Clark, was from Sheboygan. The cook, Mary Waters, of the Dickinson, whose body was recovered on the 17th, lived in Toledo. Her son clerks in a wholesale grocery house in Chicago. One hundred and seven dollars were found on her body. The watch of Captain Gorham was either lost or stolen.

The schooner South Haven, of Chicago, was driven ashore three miles south of the harbor piers, Muskegon. Captain Harris, owner and master of the vessel, was struck on the back by a falling boom and severely injured. Life savers boarded the wreck and saved all the property that was movable.

During Thursday's gale the barges Buckout, McDougall, B. M. Baker and Golden Harvest, belonging to the tow of the Ella Smith, went on the beach above Emeryville. The Star of the North, of the same tow, laden with coal, sunk in Emery's boom. The Davis, of the same tow, went to anchor.

The Lyman Casey, of the Cowie's tow, parted both anchor chains, and went on the beach, near the end of Emery's dock, striking the dock and doing herself damage.

A dispatch from Goderich, Ont., says the schooner J. G. Kelfage, bound from Toledo to Goderich, with a cargo of coal, went ashore on the north side of the piers early Thursday morning during a heavy gale from the southwest. She has been scuttled in hopes of saving her. The cargo is insured.

The velocity of the wind on Lake Huron was reported by incoming vessels to have been seventy miles an hour Wednesday night. The propeller City of New York, light, towing the schooner Elgin, was driven ashore at North Point, Hammond's Bay, with little damage. Her consort went to anchor with all her canvas carried away.

From Milwaukee we learn, under date of the 18th, that an unknown three-and-after was driven ashore about five miles north of Two Rivers early that morning. Her crew escaped with difficulty to a steambarge, which is anchored near by. The schooner Cuyahoga and scows Nellie Church and Tallahassee are ashore in North Bay. The vessels are not much injured. Crews safe.

A dispatch from Frankfort, of the 18th, said that a vessel was going ashore and the life saving crew were starting down the beach to render assistance.

The scow Helen, which left Chicago for Whitelake Wednesday, is believed to have gone to pieces in the gale. It is also believed that her entire crew perished. The Helen is owned in Chicago, and there is scarcely a sailor on Lake Michigan who is not acquainted with Captain John Van Thadden, her master and owner. His wife always accompanied him on his trips. Just before the vessel left Chicago the weather looked threatening, and Mrs. Van Thadden sent her two children ashore. The captain of the schooner Topsy tried to persuade her to remain ashore also, but she laughingly replied she would stick by the vessel. The Helen measured 113 tons, and had been engaged in the lumber carrying trade for many years. Beside the captain and his wife there was a crew of four men and a boy. The vessel was worth about $2,000.

The steamer City of Fremont reached Washburn Friday morning and reports having sighted the topmasts of a sunken schooner about one mile off Chequamegon Point lighthouse, and about ten miles from Washburn. A tug steamed out to the wreck. Her yawl was adrift near by. It was recovered, and printed on the stern was the name "Lucerne, of Cleveland." Three sailors were found frozen to the rigging. The balance of the crew have undoubtedly perished. The Lucerne measured 592 tons, and was owned by Captain James Corrigan, of Cleveland. She was valued at $25,000. The Lucerne left Ashland with a cargo of ore on Monday or Tuesday. The vessel was insured in the hull pool for $20,000.

The barge Menekaunee and Marinette are wrecked four miles south of Frankfort. Out of the two crews of fifteen men only one escaped, C. W. Annis, a seaman on the Marinette. The barges broke adrift from the steambarge Manistique Thursday morning, when about twenty miles to the southward of the Manitou Islands, and after rolling about in the foamy seas all day, waterlogged and dragged ashore. Captain W. F. Mitchell, master of the Marinette, resided in Chicago, and until recently master of the Marinette, resided in Chicago. Formerly he was master of the steambarge Oswegatchie and once owned an interest in the schooner City of Sheboygan, which was sunk at the entrance to the Sault a few weeks ago. Captain James Cox, master of the Menkaunee, formerly sailed the Agnes. The lost barges were bound for Chicago and laden with 1,250,000 feet of lumber, part of which was owned by the Oscoda Salt and Lumber Company, and part by Robinson & Prettyman, of Chicago. The Marinette measured 480 tons and the Menekaunee 559 tons. They were valued at $15,000 each and are insured in the hull pool. Their cargoes were valued at about $15,000. Annis, the sole survivor of the Marinette and of the Menekaunee, reported the wreck of a small steambarge, name unknown, and lying 600 feet from the shore of Herring Bay. He tells a graphic story of the loss of the Marinette after leaving Oscoda with lumber for Chicago: "Wednesday noon a southeast gale set in with rain and snow. At midnight, while abreast of Ludington, six miles out, the gale increased to almost a hurricane. The barge headed for the Wisconsin shore, and made Two Rivers light, but could fetch nothing. At daylight the Manistique squared away for the Manitou Islands to escape the onslaught of the storm, and the tow broke up at 2:30. The steamer left us to our fate. We signaled them to stay by us, but she steamed away and was lost to sight in a snow squall. The Marinette pitched and rolled terribly, so that they could scarce keep a foothold. She unshipped her rudder, becoming unmanageable. Then she sprang a leak. Waterlogged, she rolled her deck load off, taking both rails and bulwarks with it. She rolled her mainmast out, and in falling it took the foremast and mizzenhead. We saw the Menekaunee drifting apparently near us all day. She showed no distress signals, while we tied our colors to the mast. We sighted Frankfort during the afternoon. We were huddled in the cabin, where we built a temporary floor over the water. The captain, a Chicago man, fifty years old—don't know his name—was washed overboard and drowned at 2 o'clock in the forenoon.

We lowered the yawl at 5 o'clock and attempted to reach land, but in lowering she sprung aleak, rendering her useless, and we let her go adrift. At 10:30 she struck the beach broadside and swung head to, and we rushed out of the cabin. Our crew was eight men all told. Some huddled under the lee of the cabin, clinging to the timber heads. I took to the mizzen rigging. The stewardess Mary was clinging to me crying, 'Save me! Oh, save me!' I helped her up the shrouds, and she tried to hold on until I could fasten her. But she could not stand the cold, and suddenly let go her hold and fell down across me, nearly carrying me along, and fell into the boiling sea beneath us. Her daughter, aged thirteen, the pet of the crew, never left the cabin, but was drowned there. Clinging to the rigging with me were 'French John' and Mr. Cumtrey. Soon the mast fell across the cabin. We then clung to the davits at her stern, the seas dashing over us. The others, we thought, gradually washed off, one after another. At 1 o'clock John and Mr. Cumfrey said they would try and reach the shore. They each took a loose plank and started. As they neared land I hollered: "How do you get along?" The answer came. 'All right,' and then all was silent. A heavy sea swept over the wreck, carrying me along. I grappled a small piece of deckplank, and after a terrible experience was flung upon the shore. I crawled to the house of Mr Mortenson, who took care of me. Our crew consisted of captain, name unknown; William Cumfrey; French John, of Alpena; C. W. Annis, a Norwegian, from Capetown, Norway; Mary, and daughter Minnie from Port Huron; and another named John. I think the Menekaunee was waterlogged. I did not see her after it grew dark. She had a crew of seven—Captain Cot, Mates Dan Wheeler and John Cotton, two young men, the cook, John, and Mike Johnson, of Port Huron."

On the morning of the 18th the barge Robert Wallace and consort David Wallace were discovered ashore in a bad condition, three miles down the bay. The barge was broken in two under the boiler and amidships, the after cabin entirely gone and the crew had taken refuge in the wheel house.

The life saving crew at Portage Lake canal were telegraphed for and came down on a special train, 110 miles with their boat, mortar, and life lines and rescued the crews of the two Wallaces. They arrived at 11 o'clock Thursday night, the train running down the shore to the wrecks. They worked all night getting the boat across and trying to get out to the barge, which was in very bad shape. At daybreak they finally succeeded and reached the crew, imprisoned in the captain's cabin, fifteen men all told. They had nothing to eat since Wednesday afternoon. The fires had been kept up on the beach all night by hundreds of men, and coffee and food were waited the famished crew. The crew of the schooner were then saved. They had been all snug in the after cabin. The last men were taken off at 9 o'clock. There were nine men in the schooner's crew. The two Wallaces left Duluth Monday afternoon, the barge with 50,000 bushels of wheat and the schooner with 55,000 bushels. The gale struck them Wednesday morning off Grand Marais. The schooner broke her jibboom over the barge's stern, then fell back, grounded further in, with head to the wind. This saved the life of the barge's crew, for if the bulkhead of the captain's room had gone all would have been lost. The vessels struck at 1 a. m. The following dispatch to Messrs. H. J. Webb & Company from Mr. F. B. Spear, at Marquette, gives further facts in regard to the exact position and condition of the steamer and consort David Wallace 400 feet from shore, Robert Wallace 1,000 feet from shore, four miles below Marquette. Vessels in fair shape; barge hogged forward of smokestack; crew taken off this morning; vessels can be saved by working at once." The total insurance on the two vessels is $42,000, placed in the hull poll.

Ill-fate seems to pursue the stranded steambarge Robert Wallace. At 11:30 on the 21st, while the watch and the crew of the David Wallace, who had been making the barge ready for steam pumps, were on board the schooner for dinner, the barge took fire. Smoke was discovered pouring from her forward, but by the time the crew could get thither the flames were well started and they could not get them under control. The harbor tug Gillette at once started across the bay, four miles, with Captain Brown aboard. When she reached the Wallace the flames were bursting from her sides. The tug got alongside and poured water on the flames for hours, until the fire was entirely out. The whole upper works forward were swept away to the rail and the rail also damaged. Captain Brown says the damage is more serious than the merely financial loss, because it leaves the barge without any defense against the sea when she is heading into a lake storm. If another should come up there is nothing to prevent the seas sweeping her with full force. The fire started from a coal stove in the hallway between the captain's cabin and the mate's room. Three steam pumps arrived from Detroit on a special train, and the work of pumping out the barge was commenced.

A dispatch from Frankfort says: The shore was crowded with a force of men engaged in overhauling wreckage in search of bodies from the recent wreck. Thus far only one has been found, supposed to be William Conners, of Sand Beach, leaving thirteen yet to be recovered. The survivor, Charles Annis, insists that he saw a small steambarge founder. The tug Rawson has been cruising over the ground with grappling hooks, but found nothing to verify it. A mast that does not belong to the lost vessels is floating here, attached to wire rigging, and looks like that of a steambarge. Fears are expressed that it may be the steambarge Hattie B. Perene, of South Haven. She answers the description given by Annis, and has not been heard of since the storm. The Perene carried a crew of twelve men, and was under command of her owner, Captain John Perene.

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A Port Colborne telegraph says: The tug Roth brought in the schooner Penokee, which shipped up near Long Point. The Penokee's cargo having shifted in her and started her to leaking, she will await orders here. Captain Young, of the Penokee, had a narrow escape from drowning. A wave came over the vessel, carrying him off the top of the cabin overboard. He was fortunate enough to catch hold of a line and hold on, and was towed along with the vessel until the crew succeeded in getting him aboard again all safe. The schooner Comanche arrived down minus her large anchor and chain, which she slipped after riding out the gale off Port Austin. The schooner John Magee, and J. I. Case rode out the storm at anchor under Long Point, a sustained and large damage.

## RECORD OF VESSEL PASSAGES.

### PASSED DETROIT.

DETROIT, Nov. 18.—Passed up, morning—Tugs Champion and schooner John Kelderhouse, Porter and one barge propeller Newburg.

Afternoon—Propeller S. F. Hodge.

Morning, down—Tugs Crawford, Colton, Crusader and barge Sherman, barge Nahant.

Afternoon—Propeller St. Magnus, Japan.

DETROIT, Nov. 19.—Passed up, morning—Propeller James Fisk, Jr.

Afternoon—Barge C. N. Pratt and consort, tug Crawford and schooner Samana, barge Germania and four barges, propeller Clarion.

Morning, down—Propeller Syracuse, tug Oswego.

Afternoon—Barge J. S. Fay and consort, tug Champion, propeller Buffalo, and barge Golden Age, consort, and schooner Charles Foster.

DETROIT, Nov. 20.—Passed up, morning—Kate Williams, Sweepstakes, barge George Spencer and consort, propeller Vanderbilt, barges Eighth Ohio, Point Abino and one barge, Oscoda.

Afternoon—Propeller Nipigon and two barges, propeller Pacific, barge Rube Richards and consorts, Leland, tug Cushing and schooner John Kelderhouse, propeller Boston.

Morning, down—Tug Folger and schooner Comanche, barge Nahant, tug John Owen and schooners Michigan, and Nicholson, propellers Tioga, Alaska, schooner Theodore Voges.

Afternoon—Propellers Winslow, Avon, barge D. Ballentine and consort, Mackinaw, John B. Lyon and consort, Kalkaska, and Handy Boy.

DETROIT, Nov. 21.—Passed up, morning—Barge Otego, Sanilac, S. Langell and consort, and barge S. M. Stephenson.

Afternoon—Barge Cleveland and two barges, J. E. Mills, tugs Kate Williams, Colton and schooner Oliver Mitchell.

Morning, down—Barges Clyde, Oregon and schooners Francis Palms, J. E. Gilmore, propeller Saginaw Valley.

Afternoon—Tug Castle and schooner American Union, Haight and schooner John Wesley, propellers China, Conestoga, Ferry Conger and schooner Moonlight, barge Butteroni and consort, Queen of the West, Schoolcraft and schooner Alice B. Norris, A. Folsom and consort, tug Beckwith and schooner G. G. Houghton, Cushing and schooner Mary Lyons.

### PASSED THE STRAITS.

MACKINAW CITY, Nov. 18.—Morning, down—Propeller D. Ballentine with schooner Northwest.

Up—Nothing.

In harbor—Propellers Conemaugh, Wissahickon, W. A. Haskell, D. M. Wilson, Don M. Dickinson, S. E. Sheldon and consort, schooners Allegheny, John O'Neil, C. B. Jones, and Manitowoc.

MACKINAW CITY, Nov. 19.—Morning, down—Propeller Avon, Tioga.

Afternoon, up—Propellers Conemaugh, W. A. Haskell and Wissahickon.

MACKINAW CITY, Nov. 20.—Morning, down—Schooner Margaret A. Muir, Monguagon, propeller Wm. H. Barnum, John Pridgeon, schooner A. Boody.

Afternoon—Schooner Mary D. Ayer, Pulaski, propeller D. W. Arnold, Nevada.

Morning, up—Propeller New York, W. L. Frost, tug Samson, with schooners S. L. Watson and Queen City, Colorado.

Afternoon—Schooner Fayette, Business, N. K. Fairbanks, with schooner B. F. Bruce.

MACKINAW CITY, Nov. 21.—Morning, down—Propeller Lehigh, Veronica, Progress, schooner Van Valkenberg, propeller T. A. Christie, City of Montreal.

Morning, up—Schooner John O'Neill.

Afternoon—Propeller Clarion, schooner M. L. Higgie, Lizzie A. Law, Sweetheart and Blake, propeller Vanderbilt.

### THROUGH THE SAULT.

SAULT STE MARIE, Nov. 18.—Forenoon, down—Steambarge V. H. Ketcham, John F. Eddy, schooner John Shaw.

Afternoon—Propellers Winslow, United Empire.

Morning, up—Steambarge Argonaut and schooner Mentor.

Afternoon—Steambarge Wallula, schooner San Diego, propeller J. L. Hurd.

SAULT STE MARIE, Nov. 20.—Morning, down—Propeller China, Empire State.

Afternoon—Steambarge E. B. Hale, and schooners Thomas Quayle, J. E. Potts, steambarge Kasota, schooner G. W. Adams.

Morning, up—Steambarge C. Tower, Jr.

Afternoon—Propellers Newburg, J. H. Devereux, Alberta.

Cleared, down—Forenoon—Steambarge G. T. Hope, tug John Martin with Young America.

Cleared, up—Afternoon—Schooner S. H. Kimball in tow propeller J. H. Devereux.

Arrived, up—Schooner S. B. Pomeroy.

SAULT STE MARIE, Nov. 21.—Morning, down—Steambarge Continental, schooner Magnetic, steambarge Cumberland, schooner W. S. Crosthwaite, steambarges Calumet, Hecla, propeller Russia.

Morning, up—Steambarge Smith Moore, propellers Campana, S. F. Hodge, Toledo, tug Champion.

### PASSED PORT COLBORNE.

PORT COLBORNE, Nov. 18.—Passed up—Steamship Monteagle and consort, Oswego to Chicago.

Down—Schooner L. S. Hammond, Detroit to Cape Vincent.

PORT COLBORNE, Nov. 19.—Passed up—Steamship Monteagle and consort still here wind-bound, also schooner Hoboken, which ran in here for shelter. Nothing up or down canal since last report.

PORT COLBORNE, Nov. 20.—Schooners Hoboken, White Star and Mystic Star still here wind-bound.

Down—Schooner John Magee, Detroit to Oswego.

Up—Nothing.

[Continued on 4th page.]

## A NEW PETROLEUM ENGINE.

To produce a small engine that can be operated by the combustion of petroleum is a problem that has received the attention of quite a number of our best inventors. That there is a great demand for small power machines there is no question; and the almost unlimited supply of petroleum, and the low price it is sold for, induce the seeker for a cheap, small power to turn his thoughts in the direction of petroleum for the fuel.

The English newspapers make mention of a new petroleum engine just brought out, which they claim has less objectionable features than most other petroleum engines which have been tried.

The trial experiments were made at Messrs. Priestman Brothers, Holderness Foundry, Hull, England. The petroleum is stored in a small tank containing one to two days' supply, as the case may be. A small pressure of air is put into this tank, and the petroleum is forced out of it into a vessel in a vaporized condition, in which it is then drawn into the cylinder by the out-stroke of the piston; and having been compressed on the instroke, the charge is ignited by means of a small electric spark. This immediately explodes the contents in the cylinder, and the piston is driven forward. The engine in which the highly refined petroleum is used is very similar to that in which the common petroleum is employed, the only difference being that in the latter engine the oil is taken into the cylinder in a heated condition. The cost of the oil is estimated at a half-penny to three farthings per indicated horse power per hour. Four horizontal engines were at work, two with benzoline and two with common petroleum. One of about three and a half indicated horse power, supplied with benzoline, was driving easily four blasts at which chain makers were at work, beside a punching and a shearing machine. A vertical engine of about four horse-power was driving a tram car and doing work with ease. The tests were considered by the invited engineers present to have been most satisfactory.

### PROPOSALS FOR ROCK EXCAVATION AND DREDGING.

U. S. ENGINEER OFFICE, 89 EUCLID AVENUE, CLEVELAND, OHIO, November 10, 1886.

SEPARATE sealed proposals, in duplicate, will be received at this office until 11 o'clock a. m. Friday, December 3d, 1886, at which time they will be opened in presence of bidders, for Rock-excavation and Dredging at Ashtabula Harbor, Ohio.

Proposals will be accompanied by a written guarantee that in case the bid be accepted, contract will be entered into with good and sufficient security within ten (10) days after notice of such acceptance.

Forms, specifications and other information can be obtained at this office.

The United States reserves the right to reject any or all proposals.

L. COOPER OVERMAN,
Major of Engineers.

U. S. ENGINEER OFFICE, 89 EUCLID AVENUE, CLEVELAND, OHIO, November 12, 1886.

SEALED PROPOSALS, in duplicate, addressed to the undersigned, will be received at this office, until 11 o'clock a. m Monday, December 13th, 1886, for constructing 1200 linear feet, more or less, of the East Breakwater at Cleveland, Ohio,

Forms, specifications and other information can be obtained at this office.

The United States reserves the right to reject any or all proposals.

The sum allotted for the work, inclusive of the amount necessary for superintendence and office expenses, is about $130,000.

L. COOPER OVERMAN,
Major of Engineers.


### AN IRON MINE FOR SALE.

This mine is on the shores of Lake Huron, close to a good harbor. First-class ore, assayed 70 per cent pure iron. This ore is said by experts to be much better than Lake Superior iron ore and the only ore of its kind so far discovered on this continent capable of making Bessemer steel. Will sell outright, on shares or a royalty. Specimens of ore furnished and inspection of mine solicited.

Also, two silver mines on Lake Superior, close to a good harbor. Specimens furnished. Apply to MARINE RECORD, Cleveland, Ohio

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The undersigned have a Hadfield Patent windlass, for a one and three-eighths inch bar chain for sale cheap.

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### OUR MARINE LAW BOOK,

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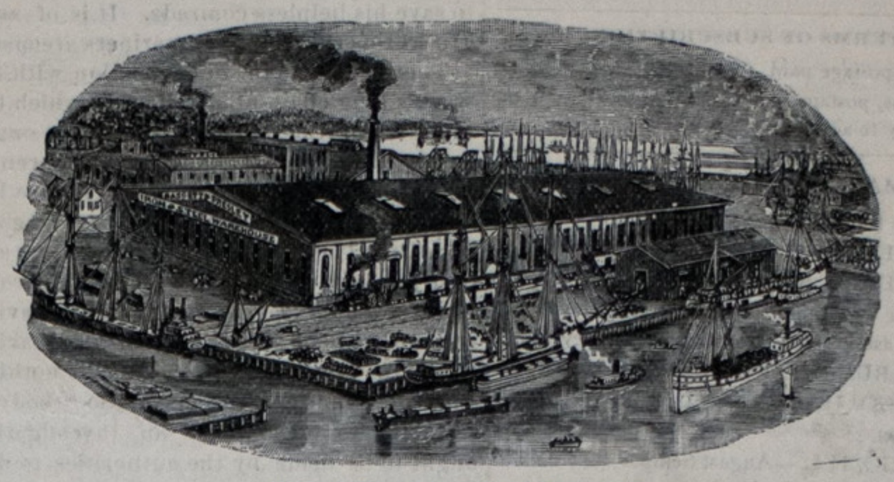

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### LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 30, 1886 at 5 o'clock p. m the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

| Eastward. | Arrive | Depart. |
|---|---|---|
| No 4. Fast Limited Express..... | *2 55 A M | *3 05 A M |
| No 8, N Y, B & A Express..... | *8 25 A M | *8 50 A M |
| No 26, Elyria Accommodation..... | †7 45 A M | ..... |
| No 24, Buffalo Ac'm via Sandusky | †10 30 A M | †10 45 A M |
| No 24, Toledo Accom via Norwalk | †10 30 A M | †10 45 A M |
| No. 10, New York & Boston Ex.. | *11 40 A M | *12 noon |
| No 12, N Y & B Fast Express..... | *2 10 P M | *2 45 P M |
| No 2, Night Ex via Norwalk..... | 9 40 P M | †10 00 P M |
| No 22, Night Ex via Sandusky... | †9 40 P M | ..... |
| No 26, Conneaut Accommodation | †4 25 P M | ..... |

| Westward. | Arrive. | Depart. |
|---|---|---|
| No 1, Fast Limited Express..... | *12 15 A M | *12 25 A M |
| No. 23 Cleveland Express..... | *2 15 A M | |
| No 3, Chicago Express via " .. | 2 6 00 A M | 6 30 A M |
| No 25, Mich Accom Norwalk..... | ..... | †6 30 A M |
| No 21, Toledo Ex via Norwalk... | †12 50 P M | †3 20 P M |
| No 5, St Louis Ex via Sandusky.. | *10 45 A M | *10 50 A M |
| No 9, Chi Pac Ex via Norwalk.... | *5 15 P M | *6 40 P M |
| No 31, Elyria ac to Elyria only... | ..... | †4 30 P M |
| No 27. Conneaut Accommodation | †8 10 A M | ..... |

Sunday train for Nottingham—Depart 8:15 a. m and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, 2 daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10 30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

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The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe, speedy and comfortable travel.

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Following is the time in effect April 25, 1886, and until further notice:

| EASTWARD. | Arrive. | Depart. |
|---|---|---|
| Buffalo Passenger ..... | *10 40 A M | *10 45 A M |
| Chicago Passenger..... | *9 00 P M | ..... |
| Local Freight..... | * 4 40 A M | * 5 45 P M |
| WESTWARD. | Arrive. | Depart. |
| Chicago Passenger ..... | ..... | *6 45 A M |
| Fostoria Pascenger..... | *4 46 P M | *4 51 P M |
| Local Freight..... | * 5 00 P M | * 5 50 P M |

ROCKY RIVER ACCOMMODATION.
Depart—*7:40 a. m., *1:36 p. m.
EUCLID ACCOMMODATION.
Depart—*6 24 a. m., *9:10 a. m,. *5:05 p. m.
*Daily except Sunday.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address

B. F. HORNER,
Gen'l Passenger Agent,

LEWIS WILLIAMS,
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### South, Texas, Mexico, California
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### THROUGH CAR ROUTE
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# Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

A. A. POMEROY, EDITOR AND PROP'R

TERMS OF SUBSCRIPTION:

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Six months, postage paid..... 1.00
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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, NOVEMBER 25.


## *SORROW ON THE WATER.*

The record of marine disasters during the past week makes very melancholy reading. By the terrible storm that swept across the lakes last week, many a wife has been made a widow, many a child left fatherless, and many a household rendered desolate. The sympathy of the whole community must now go out to all who ply their avocation on the water. The week's long list of casualities brings vividly before the imagination the dangers of lake navigation at this period of the year. In summer, with glassy surfaces and balmy winds, the lakes are pleasant enough; but it is when the storms of winter are let loose that the inland seas are ruthlessly stripped of their romance. Then death broods over the waters. The winds have lost their wooing influences, and are transformed into raging beasts of prey; the smooth seas disappear and give way to caldrons of destruction. The poor sailor is the prey the elements seek, and to him it is that the community, safe on land, should extend their warmest sympathies.

One gratifying feature made conspicuous by such disasters as have occurred this week is the numerous instances of heroism displayed by the storm-stricken seamen. Even while the lake mariners are battling with wind and wave deeds of humanity are done which command the admiration of mankind. It is the fashion for ill-informed people to sneer at what they flippantly call "fresh water sailors." Let them read the singularly praiseworthy story of what has happened on Erie, Michigan, Superior, Huron, and St. Clair, time and again, and they will learn that there are men with as good grit and seamanship on the lakes as any that ever traversed the Atlantic. Take the case of the wreck of the schooner Florida at Marquette on Thursday. What more chivalrous could have been done by any man than than the self-sacrificing Captain Goodell's attempt to save the life of the mate even while his own life was hanging in the utmost peril? Scarcely less commendable was the conduct of the crew of the tug Gillette which went to the rescue of the Florida. The schooner was observed to be sinking, and through a raging sea, and in the teeth of a blinding blizzard, the little harbor tug went to the schooner, which was already rolling helplessly in the trough of the sea. After repeated attempts she managed to get alongside the sinking ship at the risk of being smashed to pieces. The crew of the Florida leaped for their lives and managed to get safely on board the Gillette. The captain, however, refused to leave the vessel until Andrew Peterson, his chief mate, was saved. Peterson had been rendered helpless by an accident in the storm, but the captain resolutely determined to stand by him, though every moment lost was to him of incalculable value. At last poor Peterson was hoisted over the side of the Florida, but only to meet instant death by being crushed between the tug and the rolling schooner. The captain, however, had done his duty. He had stuck by his comrade to the last. He could do no more. He managed with difficulty to scramble on board the tug, and in a few minutes afterward his ship broke in two and went down. Nothing more chivalrously heroic could be imagined than that gallant fellow's attempt to save his helpless comrade. It is of such grit as this that our lake mariners are made.

There is one point in connection with the week's long chain of disasters to which the attention of the treasury department ought to be called. It is claimed, and apparently with good reason, that many lives were lost on account of the scarcity of life-saving apparatus. There can be no satisfactory excuse for such a state of matters. The carelessness which leaves any of the life saving stations without all the necessary life saving apparatus at this time of the year is nothing short of criminal negligence. Somebody is seriously to blame, and an investigation ought to be made by the authorities to discover where the responsibility lies. The life savers on the lakes are willing to do all that men can do to perform their duty, but they can not perform impossibilities. If they are not supplied with proper equipment for life saving, then their capacity for usefulness is crippled, and that means that good men's lives will be lost, as they have been during this recent storm, when under more favorable circumstances they would have been saved. This is a matter which vitally concerns the whole mercantile marine fraternity. It also affects the character of the treasury department, which is responsible for the condition of the life saving stations of the United States. There is sorrow enough on the lakes without criminal carelessness making things worse than they ought to be.

## *OIL UPON THE WATERS.*

The RECORD'S Chicago correspondent mentions a fact which will interest all who have business upon the lakes. During the recent stormy weather the propeller Bessemer was caught in heavy seas which threatened to founder her in Lake Superior. As a last resort to save his vessel, Captain McArthur threw a quantity of oil overboard. This had the effect of quieting the waves so completely, that the Bessemer was enabled to make repairs and a port of shelter. Although the fact is now pretty generally established that oil will soothe turbulent seas, there are still practical seamen who flout the idea and prefer in bad weather to depend for safety upon staunch timbers, stout hearts and arms and good seamenship. It is not much more than three years ago that Frank R. Baby, Esq., the president of the board on life saving apparatus, took evidence upon the disputed question whether oil really could be made efficacious in enabling a vessel to ride safely through a storm. A vast quantity of evidence was produced from all parts of the world, and the committee appointed by Mr. Baby remarked in their report that in the many printed testimonials received on the subject there was "a singular absence of information leading to the solution of the question of the practicability of the general use of oil as a means of safety in the future, or that of accounting for its not being more generally used in the past, since the fact that oil will in a measure calm the sea is centuries old." Inquiry among practical fishermen and whalemen proved that with that class of sea-farers the efficacy of oil on rough water was well understood, but the committee seemed to conclude that oil was not always efficacious in helping a vessel through stormy waters. When a boat, by means of a drogue—that is, making a dead drift before the wind—was in difficulties, the pouring of oil upon the water would be an effective means of safety, as it would keep the craft in the calm surface, over which the oil would prevent the sea from breaking; but the committee were of opinion that when the vessel in danger was lying under "ranging sail" no benefit was derivable from the use of oil, inasmuch as the craft would continually range ahead from the oiled surface into rough water. "It is contrary," they said, "to the spirit of enterprise to make a dead drift and dispense oil to avoid the ordinary dangers of the sea, and most master mariners will continue to risk the chances of shipping a sea and hold their chance as best they can." The result of this trial of the Bessemer is doubly valuable, inasmuch as it has been held that upon broken waves or a short choppy sea oil did not have the influence that it would have upon the long rolling waves of the ocean. When a sea, such as was running on the lakes during the recent gale, can be quieted by the use of oil no vessel should neglect to provide it as a necessary part of her supplies. The lakes, lashed by one of the customary fall gales, presents, to a certain extent, the broken water turned back or rolling over breakers. The volume of water that boards a vessel does not, as a general rule, fall as soon as it reaches the deck and run off, letting the vessel shake herself free, but is taken up by the wind and poured down from bow to stern, and immediately followed by another before she can recover. Cases have happened, virtually, when a vessel apparently makes a hole in the water and rolls in it without making the slightest progress. Although the Jewett is one of our swiftest and most powerful steamers, she worked for hours against one of these lake seas, if we may use the term, without making the slightest headway, but actually being forced back. A facetious master mariner has said that when he found his steamer was being forced back in this manner by the waves he changed his course and went around them.

Probably no more oil will be used in the future than has been in the past unless some invention is perfected that will distribute it in advance of a vessel's course in such a position that she will range into it. Many scientific and elaborate apparatus have been invented to overcome the difficulty of throwing oil effectually in front of a ship's course so that she may be able to pass through comparatively unbroken water, but there does not appear to have been any of them found entirely acceptable. The Bessemer's captain, however, seems to have solved the problem in a very simple manner. He had no elaborate oil distributors on board, but he achieved all he wanted by simply rigging up two cans at the bows and letting oil flow freely from them onto the turbulent seas which the propeller was ploughing through. This is at least one practical proof that oil can be made extremely valuable when a vessel is on her course as well as when she is rolling in the trough.

## *MAN'S INHUMANITY TO MAN.*

Two recent instances of gross inhumanity to derelict sailors have to be recorded. One story from St. Johns, Newfoundland, relates the terrible sufferings experienced by the crew of the Scotch whaler Catherine. Wrecked on the verge of the Arctic circle at the end of September, they took to the open boat in the hope of running across some Dundee or Newfoundland whaler. They were poorly provided with food, and had no fire, no water, and but little clothing. In ten days they reached Black Lead Island, in Davis Straits, where there was a station house belonging to Williams & Co., London traders. The crew expected to get relief from the Finn and the German who kept the station, but they were repulsed with the greatest inhumanity and had to subsist on the surreptitious charity afforded by a poor Italian cook and some equally poor Esquimaux, who shared with them their miserable wigwams, their camp fires, and their scanty provender of seal and walrus flesh. The fortunate sighting of the steamship Eagle, which carried them to St. Johns, saved them from death by starvation and cold. Though such inhospitality as the crew of the Catherine encountered at Black Lead Island might be expected from boors, who know no better, such inhumanity as they displayed could scarcely have been looked for from American citizens to distressed American seamen. Yet exactly such inhumanity was shown during the late storms by a Michigan farmer, in the vicinity of Frankfort. Two or three vessels foundered on Lake Michigan in Thursday's storm and the crews perishing, when Keeper Matthews and his crew of life savers and a volunteer, Charles Burmeister, correspondent of the MARINE RECORD, went to their relief from Frankfort to Point Betsy. It was a terrible journey, with two ponies and the life boat, over six miles of ice-filled ravines, sloughs, and sand drifts. As their animals were exhausted with the journey in the teeth of the storm, they asked a farmer near Point Betsy for the loan of a span of horses to take the life saving apparatus to Herring Creek, where the vessels were foundering, just a few miles farther on. The churl refused, and when Lifeboat Keeper Matthews arrived at his destination with such exhausted forces as he had at command, he found the beach strewn with wreckage, and the chances of saving human lives gone, for all had perished who a few minutes before had been clamoring despairingly for help. The farmer who saved his horses has much to answer for, as he did so at the risk of imperilling the lives of unfortunate fellow men.

A NOTE from another bottle crank has been found by a farmer on Pigeon creek, nine miles south of Grand Haven. The note in the bottle is as follows: "Schooner Wisconsin sprung aleak off Racine. Men all worked out on the pumps. Will sink in ten minutes in twenty fathoms of water. No help. Big sea out. Ten o'clock night. Signed, Ed. S. Bolen, captain; Chas. Rankon, mate." There is no schooner Wisconsin on the lakes, but there are two steamers by that name, neither of which are missing.

## *TRUE AND FALSE REPORTS.*

It is to be regretted that our daily contemporaries are not more careful than they are in their reports of marine disasters. Last week they announced the loss of the propeller Sparta and her consort, the Sumatra, with all hands. To be sure the actual disasters of the week were sufficient, but horror was piled onto horror unnecessarily, unless it be considered necessary to sacrifice accuracy or care for the sake of making a newspaper sensation, when it was stated that the Sparta and Sumatra had both, with their crews, become victims of the elements. It would seem that the list was sufficiently long. It is well known that in these days, managers of steamboats or vessels are in daily communication with their vessels, and a little care on the part of reporters would have elicited the information that at the time of the reported loss of the above named vessels, they were lying safely at Sault ste Marie, and have since gone on up to Marquette and taken on a cargo of ore, and are now on the way down. But this is not all; since the report of Thursday, regarding the loss of these vessels, the dailies have persisted in circulating the misstatement, and it even appeared in Tuesday morning's papers. If the daily newspaper men had to endure the agony which Captain Cummings and his crew, and all those on the Sumatra, had to suffer when they saw the erroneous reports of the loss of the vessels, they would be more careful than they are in verifying their reports of disasters to mariners and shipping. It is a truism that what is sport for the boys is death for the frog; and what may be a telling sensation for a newspaper, may be indescribable anguish to innocent people. In addition to this, the dailies at first blush reported the crews of the propeller Robert Wallace and consort, David Wallace, lost with the vessels. While they had the wreck of the two vessels correct, they should not have taken it for granted that the crews had perished. The fact is that the crews of both the latter named vessels were rescued by the life savers of Portage, who traveled 110 miles to make the rescue, and a signally gallant one it was under any circumstances. Until a contradiction of the mischievous reports was made, the state of the families concerned in the welfare of the crews of these vessels was very pitiable, and we must say for Captain George McKay, manager of the Sparta and her consort, that as soon as the reports became came current, he hastened to allay the fears of the families of the masters and crews. But what did the enterprising newspapers care for their distress, so long as they had a sensation to dish up for their readers at the breakfast table.

[*Vessel Passages Continued from 3d Page.*]

### PASSED DETROIT.

DETROIT, Nov. 22.—Passed up, morning—Barge M. M. Drake, propeller Commodore, tugs Castle, Beckwith, barges Tacoma, Oscar Townsend and consort, tug Wilcox, and schooners M. W. Paige, Delaware, H. Fitzhugh, Wm. Shupe, barge Vienna and consort, tug A. J. Smith, barge W. L. Wetmore and consort, Benton and three barges, Egyptian and consort, Republic, Rochester, tug Oswego and schooner Granger, River Queen and two barges, barge Huron City.

Afternoon—Steambarge Henry Chisholm and schooners S. P. Ely, Alva Bradley, and Ahira Cobb, Tempest, Iron Age, tug Kate Williams and schooner F. A. Georger, barge H. E. Packer, tug Paddy Murphy, schooner James Couch.

Morning, down—Steambarge Glasgow and three barges, B. W. Arnold and one barge, Iron Duke and consort, Westford and three barges.

Afternoon—Steambarge Garden City and four barges, propeller Lehigh, steambarges Inter Ocean, Veronica, S. Shepard, Thos. W. Palmer, consort, and schooners Pulaski, W. A. Muir, E. B. Maxwell, propeller Progress, tug Castle and schooner Monguagon, L. Haight and schooner Lem Ellsworth, steambarge Maine and four barges, propeller Russia.

DETROIT, Nov. 23.—Passed up, morning—Barge S. C. Hall and four barges, D. F. Rose and three barges.

Afternoon—Barge City of Concord and consort, schooner Jessie, barge White and Friant and four barges, Monteagle and schooners White Star, Mystic Star, Ogemaw and three barges, City of Dresden and schooner Maggie McRae, tug Castle and schooner Scotia.

Afternoon, down—Propeller E. B. Hale and consort, Hecla, Calumet and schooner Saveland, T. S. Christie and schooner Jos. Paige, Erin, Kasota and consort, tug Beckwith and schooner Monticello, barges Cumberland and consort, Fred Mercur, Lothair and consort, tug Oswego.

PASSED THE STRAITS.

MACKINAW CITY, Nov. 22.—Morning, down—Schooner H. E. Vickery, propellers Fred Mercur, D. C. Whitney and consort, R. P. Ranney, Arabia.

Forenoon, up—Propeller Lycoming, and schooner Oak Leaf, J. G. Boyce.

Afternoon—Propeller Rube Richards, and schooner May Richards, Watson.

The tug Sweepstakes arrived with the lighter Young America this forenoon and is at work on the schooner Unadilla. The wind is very favorable for working at her, and if it continues so they will probably have her off within forty-eight hours.

MACKINAW CITY, Nov. 23.—Morning, down—Propellers Starucca, Nyack, and schooner Midland Rover.

Afternoon—Maria Martin.

Up—Nothing.

In harbor—Propellers Rochester, Simon Langell and consorts, and one other propeller; tugs Sweepstakes and John Martin; schooners Itasca, C. B. Jones and George.

THROUGH THE SAULT.

SAULT STE MARIE, Nov. 22.—Morning, down—Propeller Annie Young, Athabasca.

Afternoon—Steambarge S. J. Macy and schooner Camden.

Afternoon, up—Steambarge Geo. Spencer, schooner David Dows, tug Gladiator, and schooners A. A. Carpenter, Ogarita, propeller Jas. Fisk, Jr.

Arrived up—Propeller Pacific, Grey Oak.

All up-bound craft of to-day are weather bound in canal. Wind blowing gale from southeast, with snow.

PASSED PORT COLBORNE.

PORT COLBORNE, Nov. 22.—Passed down—Barge Grimsy, Cleveland to St. Catharines; steambarge Glengarry and consorts, Toledo to Kingston; D. D. Calvin, Sandusky to Kingston.

PORT COLBORNE, Nov. 23.—Passed, down—Schooner American, Chicago to Ogdensburg; steamship J. Pridgeon, Jr., Chicago to Ogdensburg.

The schooner American in trying to make this harbor to-day, in tow of one of the harbor tugs, during a dense fog, went ashore on Sugar Loaf reef. The tug Hector succeeded in pulling her off. The vessel sustained no damage. The Hector in pulling her off struck rocks herself, and sustained considerable damage.

## DISASTERS SUMMARIZED.

The following is a summary of disasters:

Steamer Robert Wallace, ashore at Marquette.

Schooner David Wallace, ashore at Marquette. The wheat cargoes of both vessels, is valued at $89,000.

Schooner Thomas P. Sheldon, coal laden, ashore at Oscoda; badly damaged.

Schooner J. G Kolfage, coal laden, ashore at Goderich; released.

Schooner Harvey Bissell, coal laden, on Green Island shoals; released.

Schooner Libbie Nau, ashore on South Manitou, A wrecking expedition is working on her.

Schooner Laura Miller, ashore at Ludington; crew safe.

Schooner Mary, light, ashore at Blenheim, Ont.

Schooner Cuyahoga, laden with supplies, scuttled at North Bay; tug and steam pumps sent to her.

Scows Tallahassie and Nellie Church, on beach at North Bay; will be easily released.

Barges Buckhout, McDougal, Casey, Baker, Golden Harvest, and the star of the North were beached at East Tawas; all released. None are damaged to any extent.

Schooner P. S. Marsh, coal laden, went ashore at St. Ignace and has been released with but slight damage.

The schooner Unadilla, coal laden, is ashore and full of water near McGulpin's Point; a tug and steam pump are at work on her

The steamer Coral and schooner Dauntless are ashore at Rondeau, Ont.; condition unknown.

The schooner Ida Walker, barley laden, is ashore at Weller's Bay.

The schooner William Jones, light, from Chicago, ashore at Big Point Au Sable; has been stripped and abandoned for the winter.

The schooner Morning Star, lumber laden, for Chicago, is ashore and full of water near Elk Rapids; a tug and steam pump have gone to her.

The schooner Queen of the Lakes, coal laden, is ashore at Weller's Bay; condition unknown.

The schooner Chris Grover, laden with wood, is ashore and full of water at Good Harbor.

The schooner Minnehaha, coal laden, ashore at Detour; released.

Following is a list of total losses that have been identified:

| Vessel. | Age. | Tons. | Value. | Lives lost. |
|---|---|---|---|---|
| Dickinson | 31 | 371 | $ 7,000 | 3 |
| Emerald | 17 | 271 | 8,500 | 5 |
| Menekaunee | 13 | 480 | 23,000 | 7 |
| Marinette | 13 | 559 | 24,000 | 7 |
| Florida | 18 | 299 | 11,000 | 1 |
| Pathfinder | 17 | 603 | 25 000 | — |
| Lucerne | 13 | 602 | 30,000 | 10 |
| Helen | 12 | 113 | 2,500 | 7 |
| South Haven | 19 | 114 | 2,000 | — |
| Total | | 3,502 | 113.000 | 140 |

KINGSTON.

The Belle Wilson is still ashore at Oswego. It is doubtful if she will be got off this fall.

A severe storm at Toledo has prevented the Glengarry and consort from loading coal for Kingston.

The barges Bolivia and Buell are still ashore at Oswego. The Buell is so fast that she will have to be left there until the spring. The Bolivia will be released in a few days.

EAST SAGINAW.

*Special to the Marine Record.*

The barges McDougall and Buckhout that were on the shore at East Tawas recently, have arrived in port and have stripped for the season, as have also the barges S minole, J. E. Sparrow and several others.

The barges T. K. Jackson and R. Botsford are in port with full cargoes of coal for Morley, Ewen & Co. They will winter here.

The propeller Porter Chamberlain and consorts, Ida Corning, A. T. Bliss, and T. H. Cahoon are in port, loading for Ohio, which will be their last trip.

There has been quite an inquiry for barges, with but few charters. One shipper says he has 1,500,000 feet to go to Ohio, but it is doubtful if he gets it off this fall.

The barge Star of the North, which was in the big blow at East Tawas, sunk in ten feet of water. She is loaded with coal, and will be pumped out at once and brought to this city. It is said she is not hurt in the least, having rested on a good bottom. She is owned in this city by S. V. Haskell, J. P. Goldie and Captain Nagle, her master, and was thoroughly rebuilt this summer.

The Boom Co.'s tugs all went into winter quarters Wednesday.

A dispatch from Alpena announces the safe arrival of the tug Nat Stickney, which was thought to have been lost in the recent gale. She was sheltered at Cove Island.

The large steamer building by James Davidson at West Bay City will be provided with hoisting engines from the well-known firm of Bartlett & Co., of this city.

The steamer W. R. Burt is being stripped and put in shape for winter.

Captain Thomas Faulks has again gone to Chicago for his health.

The steamer C. P. Fish was in the slings for a new wheel of Bartlett & Co.'s make.

The friends of Captain Chas. Sonsmith will be pleased to learn that the veteran skipper will hereafter take entire charge of his hotel in this city, the Anchor House.

A. C. McLean has ordered all of his boats into winter quarters.

The mail line, on the F. & R. M. boats, between Ludington, Manistee, and Milwaukee, has been discontinued. The boats are now running as regularly as wind and wave permit, and have all they can possibly do. One boat a week goes to Chicago with salt.

Captain Armstrong's fine steamer Plow Boy is putting in the compound engine, recently built for her at A. F. Bartlett & Co.'s dock.

The barge Star of the North has arrived in the river from Tawas, where her captain, John Nagle, when he saw his danger of going ashore, ran her into Emery's slip, where she filled and sank in ten feet of water, thereby saving her from going to pieces. She was pumped out by Captain Armstrong's fire tug James Hay and put into the Bay City drydock. With the exception of a few seams opening she is as good as ever. She will be thoroughly overhauled, however, and will come out to-morrow and lay up at this port, none the worse for her experience.

The ferry Handy Boy, which with the Charles Lee comprises the fire tug line and is commanded by Captain John Dawson, has done good service at a number of fires this season and has been the means of saving considerable property. The boat and crew did excellent work at the time of the burning of Jerome's and Bliss Bros.' mills, the fire at Zilwaukee when several buildings were destroyed, extinguished a fire in the Power block on the 7th inst., saved the tug Tom Dowling from total destruction last week, the same night steamed to the scene of the flouring mill fire at Bay City, was engaged at the lumber fires of Laderach Bros.' and Smith & Moore's mills, West Bay City, Miller & Lewis' drill house, South Bay City, the Michigan Central railroad dock at West Bay City, and the burning of the L. G. Mason at the same place. SHAW.

MARQUETTE.

Information has been received that during the gale of the 18th the lighthouse at the end of the breakwater at Marquette, Mich., was carried away. The keeper has been instructed to keep a light as near the end of the breakwater as possible.

SAULT STE. MARIE.

The schooner Minnehaha, bound up, went ashore at Detour and will require considerable lightering before she can be released. Assistance has gone to her.

The schooner Minnehaha, aground at Detour, was released Monday after lightering 200 tons of coal. The steambarge Spokane, bound down, ran aground in the Middle Ground above the canal. She has lightered several scow loads of ore with no effect thus far. All up-bound craft of Monday are weather-bound in the canal. Wind blowing a gale from the southeast, with snow.

BAY CITY.

*Special to the Marine Record.*

The recent big blow did considerable damage to small craft in the Saginaw river, the water at one time going down nearly seven feet below low water mark, leaving a number of craft on the bottom, some of which rested on logs, etc., springing them and causing a leak. Barges lying alongside the docks rested on the bottom. The river line steamer Lucile, drawing only seven feet of water, got aground near Crow island, and after working several hours gave it up, but was pulled off by a tug the next day. A number of barges arrived in the river Saturday, in tow of the tug James Hay from East Tawas, all looking rather the worse for hard weather. Considerable ice is making, and all who come in think it is about time to lay up.

The steamer Westover was left high and dry on the bottom at Rifle river by the water receding. The tug C. W. Liken went to her rescue, and while she was pulling on the Westover, wide open, the tow line parted and recoiled with terrific force, striking David Wilcox, manager of the boom, who was standing on the poop deck of the tug, in the face, knocking him senseless. His face is badly cut from the sharp ice that was frozen to the rope. Mr. Wilcox is very thankful for his miraculous escape from death.

On Monday night last the room of Engineer John McLouth, of the propeller Glasgow, was visited by a thief, who took a coat, pair of pants, shirt and other wearing apparel, together with a bank book with an account of $200, the property of Mr. McLouth. The value of the property taken was $50. Suspicion pointed to a deck hand named John Scanlon, who was arrested while endeavoring to dispose of some of the property in a second hand store.

The steamer Arundel will make two more trips to shore points and then lay up for the season.

Wm. K. Vanderbilt and party from New York, in the private car Wm. H. Vanderbilt, were in the city Wednesday, looking over the M. C. R. R. business at this port.

The steamship C. H. Green and consorts, Mattie C. Bell and Rosa Sonsmith comprise one of the finest fleets that sail the lakes. They are staunch and seaworthy and ably manned. On their last trip down they had a lively time. Shortly after leaving Ashland, they encountered a terrible gale. The tow line connecting the Green and Sonsmith broke, when it was found necessary to let go the Bell immediately. All three boats separated. They were ore laden and rolled heavily, and at one time it was feared all would be lost, but after two days they sailed into shelter at White Fish Point, and were picked up by the Green, not much the worse for their experience, which speaks well for their respective commanders. SHAW.

MUSKEGON.

The schooner L. J. Conway had been discovered on the beach seven miles north of Whitehall. The vessel was a complete wreck, and the crew missing. The Conway was a small two-masted schooner that has been engaged in the Lake Michigan lumber trade for the last thirteen years, and left Chicago last Tuesday afternoon just before the gale set in. She had a cargo of corn and oats, consigned to Hendersons & Peterson, of Muskegon, who also own an interest in the vessel. Her crew numbered five men, including Captain Thomas Smith, her master and her managing owner. The latter was about thirty years of age, and leaves a wife and four small children in destitute circumstances at Muskegon. A Norwegian, known as Jimmy, was mate. Captain McGraw, master and owner of the schooner Eliza, was also aboard of the Conway. Just before leaving port Captain Smith went aboard of the Eliza and procured a piece of plank, saying that his centerboard box was leaking badly and he wanted to patch it. He also remarked that he was short handed, and asked Captain McGraw to make a trip with him. Captain McGraw left his own vessel in charge of his father and brother and went. He was twenty-five years of age and resided at Sheboygan. The vessel was valued at $3,000 and the cargo at $2,000. There was no insurance on either. Captain Smith is reported to have had $460 in his pocket when he left Chicago.

TOLEDO.

The gale of last Thursday lowered the water in the river at Toledo eight feet. This is said to be the lowest the water has been at that port this season except October 14. As a result of the low water nearly all the vessels in the harbor were hard aground. The lumber laden barge George Kelly was aground just above the Cherry street bridge. The steambarge Otego, lying at the Ohio Central, was high and dry. The propeller Hopkins was fast on the bottom, and the propeller Gault hard aground in the bay.

BUFFALO.

*Special to the Marine Record.*

The record of the past week in marine circles will make it memorable as the most disastrous to shipping for many years. It is sad to read the accounts of the hardships and loss of life which come to us daily from all directions, and there are still other missing vessels to be heard from which may swell the list of those who perished in the late gales. There was a succession of them day after day, for two or three days, with but little diminution in their velocity. The fiercest part appeared to have passed over Lakes Michigan and Superior; at least vessels on those lakes seem to have suffered most.

T. Fitzpatrick is here, but has not fully decided whether he will send the George T. Hope up again. If he does not, she goes to Bay City, where considerable repairs are to be made according to a contract when purchased.

Deputy Marshall Donahue auctioned off the steamer F. E. Spinner. There was a good attendence of vessel men and bidding was spirited. Captain S. A. Murphy finally got her at $35,200 for the Lake Transit line of Chicago. He says she will not be placed in commission this fall, but will pass the winter here. The libels filed against her aggregate a little over $30,000.

The seamen's union raised wages to $4.50 per day, twenty-five for up trip to Detroit or Toledo, twenty to Cleveland.

Maytham's tugs succeeded in releasing Hingston & Woods's scow from the shore at Hudson street and towed her to Mills's drydock. She is not thought to be in very bad shape.

The propeller Ohio is out of drydock and will load coal at once for Chicago.

The new steel steamship Susquehanna left at noon Tuesday for Chicago on her maiden trip. She had on 2,000 tons coal and three or four hundred tons package freight. It was intended that she should make a return trip. She carried with her Jas. Todd, master; Geo. Graser, first mate; John Fletcher, second mate; Wm. Wise, chief engineer; Wm. Woods, late of the Japan, steward; Captain Learmouth, chief engineer of the Anchor Line. She passed the breakwater at 12:15 noon and at once plunged into a thick fog that had come up after she had completed preparations to sail. Her return to Buffalo this season will depend on her time up and the amount of cargo for her in Chicago.

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There is a large fleet of tonnage taken for up loads of coal, which is being loaded slowly, on account of the scarcity of coal.

The Ohio's repairs were quite extensive; new forefoot, new frames and new pocket piece, and several new planks and a new piece of keel and garboard strake.

Quite a number of vessels are being stripped and will winter here; among them is the steambarge D. W. Powers, barge Winona, Charles Foster, and all the Lake Superior boats in port and to arrive.

Coal freights are steady at $1.50 to Lake Michigan, but coal is scarce. WM.

CHEBOYGAN.

The schooner Bissel is still on Green Bay reef. The tug Leviathan is working at her. She is not damaged at present. The Leviathan will release the schooner Marsh from Graham's shoals. Part of her cargo has been taken off to float her. She has sustained no damage. The Winslow has gone to release the schooner Sheldon, near Oscoda.

The schooner Houghton, for the safety of which some anxiety was felt, left here with her fleet all right. The schooner Elgin, cast off by the propeller New York during Thursday's storm and reported missing, is at Sailor's Encampment, loading lumber. She lay off this shore Wednesday and when the wind shifted Thursday headed across the lake for Detour.

ASHTABULA.

Ed Wick of this city, was one of the seamen who perished in the schooner Lucerne. Mr. Wick was a promising young man, and his loss will be deeply felt by his many friends. Considerable anxiety is felt here by people who have friends on board the Mont fleet, and propeller Fairbank.

## MARITIME LAW.

COLLISION—FERRY BOAT AND TUG—CONTRARY WHISTLES—RULE OF THE STARBOARD HAND.

N. Y., Lake Erie & Western R. R. Company v. McAlister et al.

*United States District Court, Southern District of New York.*

A collision occurred in the North River between the annex boat Baltimore and the tug Clifton. The Baltimore had just left her dock on the New Jersey side of the river, where she had been lying headed up stream and had started to round down stream The Clifton was at the same time coming down stream and was close to the Baltimore's necessary course in rounding. The vessels exchanged contrary whistles, but each kept on, the Baltimore under a hard-a-port helm, the Clifton with her helm hard-a-starboard. Shortly afterward they came in collision. Held, that both vessels were in fault; the Baltimore, which at the dock had the Clifton on her starboard hand, for starting when she did with the intention of crossing the latter's course: the Clifton. for not taking more vigorous means to avoid collision, after contrary whistles had been exchanged.

Brown, Judge.

About 5 p. m. in the afternoon of December 3, 1884, the libelant's annex boat Baltimore, a steam propeller, was damaged by collision with the respondents steam tug Clifton in the North River when a few hundred feet only distant from the Pavonia dock. The Baltimore had lain along the dock headed up river, the tide being ebb, and started to round out to go down stream a few blocks below. The Clifton was at the same time coming down from the Hoboken dock headed about southeast for the Battery. She also had previously been headed up river and as she rounded down saw lights of the Baltimore about the time that she started out, or shortly afterwards.

The witnesses of the Baltimore say that when about a couple of hundred feet from shore, she gave one whistle to the Clifton, indicating that the latter should go astern and that the Clifton replied with one whistle. The witnesses of the Clifton say that the one whistle of the Baltimore was given at the time started and when she bore on the Clifton's starboard bow, and that the Clifton replied with two whistles because she could not go astern of the Baltimore. Both agree that when the whistles were exchanged the two vessels were only 600 or 700 feet apart. The Baltimore was under a hard-a-port helm in order to round down stream and kept on; the Clifton starboarded somewhat and kept on, and shortly afterwards when about 300 feet distant from the Baltimore, put her helm hard-a-starboard. They subsequently collided by the stem of the Clifton striking the bows of the Baltimore.

I am satisfied that the facts are not precisely as stated by the Baltimore's pilot. Had the Baltimore, at the time the whistles were exchanged, been, as he said about east, that is, directly across the river, and some 300 feet from shore, with the Clifton abeam, not only would there have been no difficulty or hesitation in the Clifton's going astern of him, but the Clifton, being 600 or 700 feet further to the northward, would not in any probability have come alongside of the Baltimore as she was rounding, and when she had got headed south by west, as the pilot of the Baltimore says. All the probabilities indicate that in that case the collision must have taken place before the Baltimore had got rounded so far to the southward. The considerable speed at which both were going will show that the collision must have taken place within a minute or a little over after the Baltimore left her dock. From the testimony of the Clifton's pilot it would seem that when he saw the Baltimore after he got rounded down river, he saw both his colored lights, and that this was about the time she gave the whistle. This would indicate that this was just after she had left her dock and was beginning her swing to the eastward.

If the Baltimore's whistle was given when she was so near the shore, and was commencing her swing to the northward and eastward that was evident reason for hesitation on the part of the Clifton in accepting a signal of one whistle and undertaking to go astern. The undoubted fact is that he at once put his helm somewhat to starboard. This is proved by the subsequent position and course of the Clifton. It is scarcely credible, therefore, that he should have replied with one whistle and immediately maneuvered exactly opposite. His contemporaneous acts must be taken as conclusive that he gave, or meant to give, two whistles. (The Ausboy, 22 Fed. Rep. 555; City of Atlanta, 26 W. 460.) The testimony from the Baltimore, however, indicates that but one was heard which was taken by her as an assenting signal, indicating that the Clifton would go astern and that the Baltimore should go ahead. This misunderstanding of signals was evidently one of the causes of the collision; through whose fault the misunderstanding arose the evidence does not sufficiently show. There are other considerations, however, that indicate fault in both vessels.

The Baltimore was in fault for starting out at the time she started, in order to cross the Clifton's track, when she saw the Clifton was dangerously near her necessary course in rounding. She then had, or previously had had, the Clifton on her own starboard hand, and was therefore bound to keep out of the Clifton's way. They were within a minute of meeting. Rules for the avoidance of collisions would be almost useless if boats are to be held blameless in starting from their docks across another's track when the risk of collision is so near. A delay of one-third of a minute in starting would have avoided all risk, the first duty is to avoid collision; and it was the duty of the Baltimore in such circumstances to wait the short interval necessary for so near a danger to be past The Nereus, 22 Fed. Rep. 455; the Monticello, 15 do. 474, 476. Even supposing that the Baltimore understood that she was to go ahead, it was still a fault on the part of the Baltimore that she did not stop and back until some 9 or 10 seconds before the collision; because it was clear some time before that the Clifton was not going astern but going ahead; and the two vessels were approaching each other at such obvious risk of collision that under the 21st rule the Baltimore was bound to slacken and reverse. Had this been done by the Baltimore at once after she saw that the Clifton was not going astern of her, it is evident that the Clifton would have gone clear.

The Clifton must be held in fault because she did not take more vigorous means to avoid collision. Contrary whistles, when vessels are so near, indicating great danger, and it was the duty of the Clifton to take the most effective means immediately. Had the Clifton put her helm hard-a-starbaard she would certainly have avoided this collision, and in my judgment she would also have done so by stopping and backing. This in no way exculpates the Baltimore in starting, when as the proofs show a collision could not afterwards. He avoided by the Clifton except by the strongest measures instantly adopted.

Both vessels must, therefore, be adjudged in fault and a decree allowed for half the libelant's damages.

October 22, 1886.

## THE ISHPEMING.

The schooner Ishpeming arrived at Sturgeon Bay Tuesday night, November 17, in tow of the tug Owen, of Escanaba. As soon as the weather permits she will be towed to Green Bay to discharge her cargo of coal. She was pulled off the Whaleback in two hours, and is absolutely unharmed. Her crew, the oldest member of which is the captain, 22 years of age, when last heard from, had started from Fish Creek for Escanaba in a steamer Thursday morning, but this is not certain.

The crew of the Ishpeming arrived at Escanaba on the 18th by the steamer City of Green Bay. Captain Gotham tells his adventure as follows: The schooner struck the north side of Whaleback reef at 6 a.m. on the 12th of November stem on. The wind was baffling from east to north. We stayed by the ship all day. During the afternoon the wind and sea increased, and the ship commenced to pound badly, which made it necessary to go for assistance, deeming it unsafe to leave any one on board without a boat, I took all hands and landed at the nearest shore, Ellison's Bluff. I left the crew here and started for Bailey's Harbor on Saturday morning, but found the wires down and all communication cut off. My mate saw the tug take the ship and start for Escanaba, and at once came to report to me. We tried to signal the steamer C. W. Moore, but she did not stop, so we took the stage for Sturgeon Bay, and we took the steamer City of Green Bay for Escanaba, at 4 a. m. Tuesduy, November 16, and arrived there at 6 a. m. Thursday, November 18. I telegraphed my owners as soon as possible, and I am now awaiting orders.

## BRITISH LOAD-LINE FOR VESSELS.

TREASURY DEPARTMENT,
BUREAU OF NAVIGATION,
WASHINGTON, D. C., NOV. 1, 1886.

This bureau is in receipt of official information from the British government that the tables contained in the report of the "British Load-Line Committee" had been adopted by the British board of trade and by the committee of Lloyd's Register, and during the past year have been in satisfactory operation as regards British ships.

Said goverment is of opinion that the time has arrived when a representation may, with advantage, be addressed by it to other countries on the subject. It appears that the officers of the board of trade have power to detain overloaded foreign ships about to leave a port in the United Kingdom, but have not hitherto exercised such power, it being thought preferable to come to an agreement with the foreign government concerned, in the first instance, as to the depth to which a vessel should be loaded, rather than to foreign ships, without a preliminary understanding with the government to which the ships belong.

## OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, Nov. 15, 1886

*To the Editor of the Marine Record:*

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Nov. 14, 1886:

| Official Number. | Signal Letters. | Rig. | Name of Vessel. | Tonnage. Gross. | Net. | Home Port. |
|---|---|---|---|---|---|---|
| | | | SAIL VESSELS. | | | |
| 135.911 | ..... .... | Sc. | Edwin. | 9 96 | 9.20 | Savansboro, N. C. |
| 140,854 | .... ..... | Sc. | Lizzie J. Call, | 195.31 | 185 53 | Portsmouth, N. H. |
| 140.855 | ..... .... | Sl. | Lady Maud, | 11.21 | 10 65 | Onancock; Va. |
| 140,856 | .... ..... | Sc. | Laura Miller | 53 63 | 52 95 | Chicago, Ill. |
| 91 882 | ..... .... | Sc. | Mary E. Redman, | 49 59 | 47.23 | Annapolis, Md. |
| 91.883 | ..... ... | Sc. | May Flower, | 12.19 | 11.58 | Key West, Fla. |
| 130.362 | .. ..... .... | Sl. | Nellie, | 14 37 | 13.65 | San Francisco, Cal. |
| 110 717 | K D N Q | Sc | Robert A. Snow. | 174.06 | 165 36 | Rockland, Me. |
| | | | STEAM VESSELS. | | | |
| 157.183 | ..... .... | St s. | Dolphin, | 84.36 | 60.36 | Astoria, Oreg. |
| 135.910 | . . ..... .... | St. | Edna, | 32.32 | ..... | Mobile. Ala |
| 76.655 | .. . ..... | St p | Jo Lee. | 16 91 | 16.97 | Evansville, Ind. |
| 76.656 | ..... ... | St c. bt | J C Austin, | 135.88 | 109 21 | Buffalo N. Y. |
| 76.657 | ... ..... ... | St. s. | James H. Hogan, | 24.41 | 12 21 | New York, N. Y. |
| 130 363 | ... ..... .. | St. s. | Nellie Ralph, | 4.00 | 4 00 | Albany, N. Y. |
| | | | UNRIGG'D VESSELS. | | | |
| 31.846 | .... ..... | Barge | Bustle. | 344 84 | 332.83 | Perth Amboy, N. J. |
| 42.689 | .... ..... ... | C. B'. | H. G. Lapham. | 57 30 | 54 50 | Whitehall. N. Y. |

JARVIS PATTEN Commissioner of Navigation.

This government is, therefore, requested to give its opinion to the British minister as to the applicability of the rules and tables to merchant ships sailing under the United States flag, so that a common understanding may be arrived at, as regards the depth to which all merchant vessels may be loaded when leaving port.

Before expressing an opinion it is deemed desirable to obtain the views of underwriters and ship owners in the United States, and this office will thank you for your opinion and a statement of objections, if any, which may exist to the application of the rules and tables to American vessels in British ports, and more particularly to American wooden vessels.

Reference to the matter is made in the report of this bureau for 1885 (page 122.)

Respectfully, yours,

JARVIS PATTEN, Commissioner.

## CAPTAIN W. D. ANDREWS.

The friends of Captain W. D. Andrews at Toronto are about to make application to secure for him the Albert medal in recognition of his life-saving services in that and other cities. If anyone is entitled to such a recognition he is, and it is to be hoped that he will soon be in possession of the medal. Captain Andrews is the son of the late Mr. G. W. Andrews, of Kingston, and was born in Kingston in 1853. He remained here till he was about twenty years of age, when he left for the west and has not returned here to live since. While in Buffalo and Cleveland, where he has passed much time, he has made many personal friends. From his boyhood up he has been employed in one way or another upon the water, and early in life acquired a thorough knowledge of the art of swimming. His first exploit in the life saving line dates from 1869, and from that time he has always been ready to risk his life to save the lives of others. In Kingston in the month of July, 1869, when only 16 years of age, he rescued a lad, aged 11 years, who fell off a raft into the bay. Andrews saw the boy struggling in the water and plunged in with his clothes on and rescued the lad. For his gallantry on this and other occasions he was awarded the gold life saving medal, of the first class, with clasps. In September of the same year he commenced steamboating, and successfully followed it for many years. While an officer on the mail steamer Waubun he rescued an old man who fell off a raft. It was in the month of April, 1873, and the steamer was lying at her moorings on the west side of the Sydenham river, opposite Owen Sound. When Andrews went on deck he noticed an old man on a raft trying to cross the river. Near mid stream the old man fell into the water. Andrews sprang into the river in full uniform and caught the old fellow as he rose to the surface after having disappeared twice. He swam to the Owen Sound side of the river, where he landed him in safety. Andrews finding it impossible to procure a boat, and feeling his clothes beginning to stiffen in the frosty air, plunged again into the ice cold water and swam back to the steamer amid the cheers of a crowd that had collected on the shore and of the crew and officers of the boat. For this act of bravery Captain Andrews was presented by the Dolphin swimming club with a beautiful gold medal bearing a suitable inscription and suspended from a gold clasp bearing the words "Owen Sound." In July 1874 he removed to Toronto, and on the 10th of July, 1878, performed a deed of bravery in saving the life of William Waghorne, who was bathing in the river Don and got into peril. Andrews heard his cries and rescued him. For this Mr. Waghorne presented him with a handsome present, to which the D. S. C. added their gold life saving medal, upon which is engraved the Toronto coat of arms, with clasps of gold. During the years of 1881-2, he effected a number of minor rescues for which he received the honorary medal and clasp and three certificates of honor from the Royal humane society of England, beside several gold medals, illuminated addresses, and other life saving testimonials, the presentations in every instance being made by the mayor of the city. His most brilliant act was in the year 1883, on the 27th of July, when in company with William Ward and John D. Patey, of that city, he rescued Professor Schlochow, a German music teacher, whose boat was capsized in the bay, and who was clinging for life to the keel. The reports from the meterological office, Toronto observatory, placed the speed of the wind at the time at eighty miles an hour. In recognition of this act the Royal humane society presented him with the honorary clasp of the society, and a certificate o honor. During the semi-centennial year o 1884 he frequently distinguished himself by saving life from drowning. Each rescue was acknowledged by a letter from the minister of marine. During the year 1884-85 he made many gallant rescues, and is now a candidate for the Albert medal of the first class. For some years Mr. Andrews was captain of the Dolphin swimming club, Toronto, and instructor in the swimming baths. —*Kingston News.*

## A DESPERATE BUT VAIN STRUGGLE BY LIFE SAVERS.

A terrible lake disaster occurred on the night of the 17th—not a soul left to tell the story. During the hight of the tempest on Thursday afternoon, through the blinding snow storm, a larger three-masted schooner was discovered about six miles southwest Frankfort, headed northwest. She was shut out of sight by the snow the greater part of the day, but at intervals it was seen that she had only the peak of her foresail hoisted and what seemed to be a topsail or colors hoisted on her toretopmast. She was then headed southwest, her yawl hanging to her davits, bowsprit and headgear by the board and her deck load gone. She was painted black. It seems that an attempt was made to anchor her. She held some time and then drifted helplessly before the gale, which gradually veered to the westward, increasing in violence. As darkness set in it was concluded that she was doomed. A telegram was sent to the life saving station at Manistee for a tug. The reply was that it was impossible for a tug to live in such a sea. Efforts were then made to get teams to go to the Point Betsy life saving station, six miles north of Frankfort, but none could be had for love or money. At last, driven to desperation, two volunteers, Albert Vorce and Chas. Burmeister, took a span of ponies by force and started to go through the blinding storm to the life saving station at Point Betsy, reaching there in a few hours. Keeper Matthews at once sent surfman No. 1 to a farmer living near by for a team, but he heartlessly refused to accede to the request. The little ponies and a horse belonging to the light keeper and surfman dragged the wrecking apparatus over steep hills, and through ravines, reaching Frankfort at midnight. The horses were exhausted and ready to drop. Keeper Matthews and his surfman and the volunteers started for the scene of the wreck with a fresh team, while another was sent back to the station for the historical life car that saved the schooner Hartzell's crew. They arrived at the scene of the disaster at Herring Creek at 4 o'clock a. m. The keeper says the scene that met his eyes beggars description. The vessel was completely broken up. Piled up on the beach, a complete wreck, broken masts, shrouds, lumber were heaped together in a chaotic mass. He thinks she must have had her anchor down and pounded to pieces on the outer bar. A body, that of a man about 30 years old, with black hair, sandy mustache and wearing rubber boots and oilskin clothes, was found. In the pockets of his cardigan jacket a letter bearing the address "Wm. Laury, 131 Madison street, Cnicago," was found. His face was badly jammed and his hands lacerated. A large dog was found beside the body still alive. The faithful animal moaned as he caught sight of the new comers and died soon after. The vessel's yawl, with her name, Menekaunee, painted on the stern, was found uninjured near by. It is thought she had a crew of nine men.


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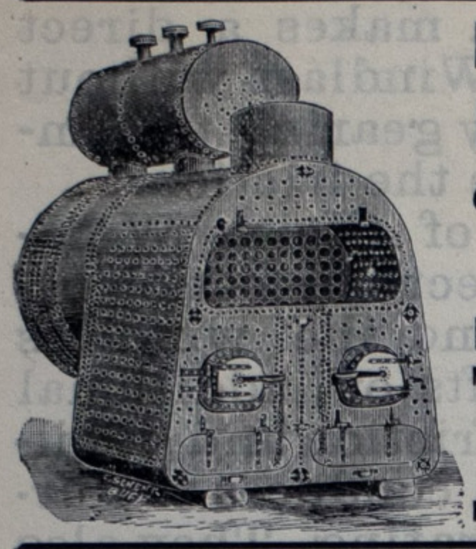

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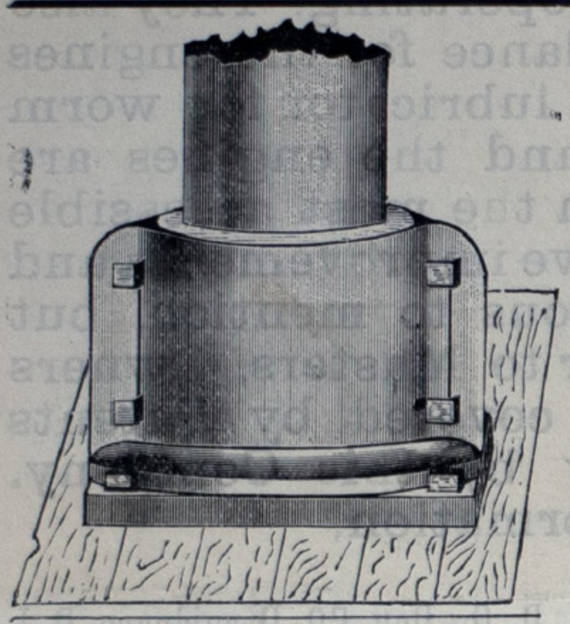

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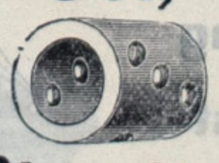

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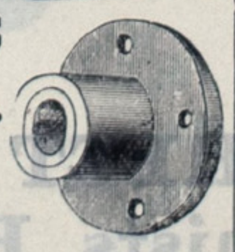

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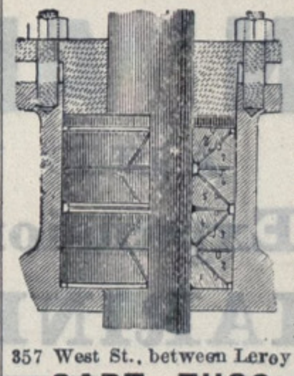

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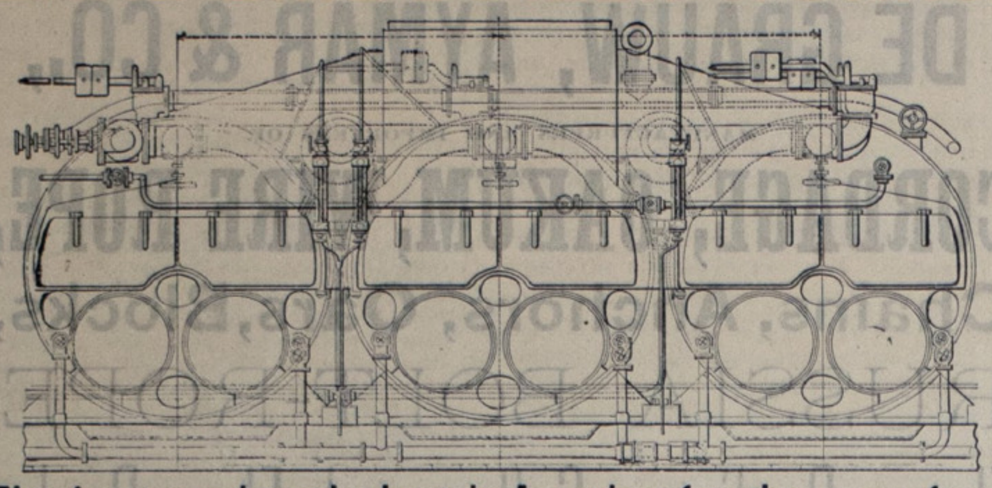

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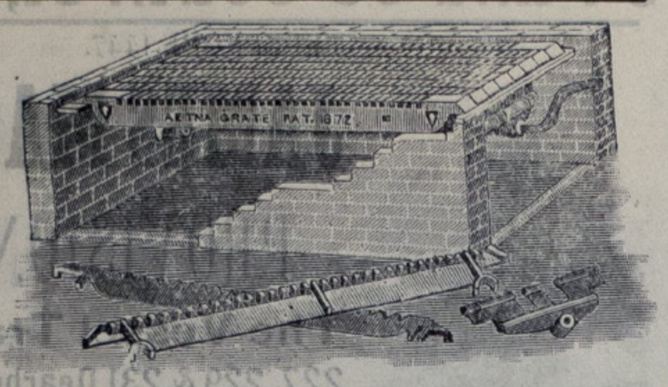


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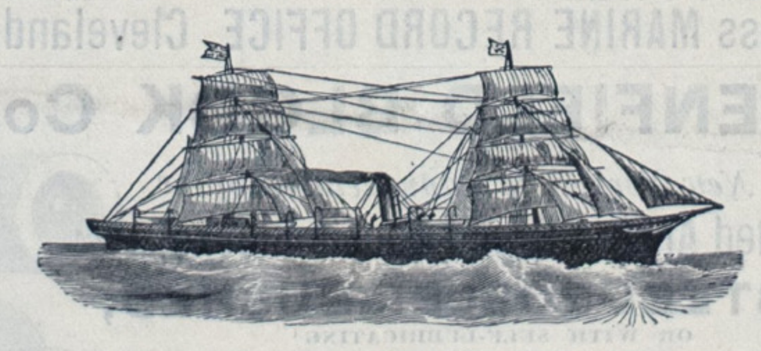

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